

The Standard.

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SUBSCRIPTIONS.

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Circulation Guarantee

This certifies that the circulation of the EVENING STANDARD has been audited and is guaranteed by the Advertiser's Certified Circulation Blue Book.
This paper has proved by investigation that the circulation records are kept with care and the circulation stated with such accuracy that advertisers may rely on any statement of space made by the publisher, under the ownership and management of the Standard, Aug. 20, 1908.

ADVERTISING RATES.

The Evening and Semi-Weekly Standard.

For inch
Daily, change each day.....20c
E. O. D. change each issue.....21c
Twice a week, change each issue.....22c
Once each week.....23c
One time or other irregular insertions.....25c

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Per inch
Daily Adv. for two times.....15c
Daily Adv. for three times.....16c
Daily Adv. for one week.....14c
E. O. D. Adv. for two times.....15c
E. O. D. Adv. for three times.....17c
E. O. D. Adv. for one week.....15c
Twice a week, two times.....20c
Twice a week, three times.....18c
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DEATH OF E. H. HARRIMAN AND ITS INFLUENCE.

The sudden closing of the career of Edward H. Harriman is received throughout the United States as the most tremendously important death of that of any private citizen in the history of this country. The railroad king controlled 18,000 miles of railroad, entering nearly every state of the Union, and his interests were so vast and so closely interwoven with the industrial welfare of all communities that the question was asked from the Atlantic to the Pacific, "What effect will his death have on business?" Wall Street has asked and answered that question. Harriman's interests were so well organized and the final dissolution was so thoroughly anticipated by the financial associates of the railroad magnate that the crisis brought no alarm, though it must be confessed there is nervous apprehension which will continue until many uncertainties are realized or dissipated by the lapse of time.

Henry Clay disclosed the real conditions a day or two after Harriman's return from Europe when, calling the brokers together, he said the truth might as well be known, that Harriman is a dying man; that his business had been placed in order so that when the final summons came the ponderous railroad machine would continue to work smoothly; that a committee, made up of representatives of the big banking houses which had backed Harriman, at the head of which had been placed Judge Lovett, had taken over the active control of all Harriman roads.

The fact that these arrangements had been made is an assurance

the business and financial world of America will feel no serious shock from the passing of one so great in that field as was Edward H. Harriman.

The death of this powerful man is as though some one at the head of the affairs of Ogden had suddenly ceased to exist. His was the guiding hand of all the railroads entering Ogden, except the Denver & Rio Grande. Harriman's first introduction to this community was as the re-builder of the Union Pacific. Later he performed his master piece in railroad reconstruction by bridging the Great Salt Lake with piling and bands of steel thereby eliminating 12 miles of heavy mountain climbing over Promontory, on the old line of the Central Pacific. Then he made of the Central Pacific a new road and finally he welded those parts of the Union Pacific, Central Pacific and Oregon Short Line centering in Ogden into one road. Later a part of the Union Pacific was segregated.

Harriman has given to Ogden and all the roads embraced within his system, the benefit of a progressive policy which converted the broken down lines into modern railroads, with modern equipment, and made possible a greatly increased service which added to comfort in travel and efficiency in business.

The bankers' committee and Judge Robert S. Lovett, who are to direct the affairs of the Harriman system of railroads, undoubtedly will do nothing to disturb the present organization of those roads other than to grant plenary power to Julius Kruttschnitt, as director of maintenance and operation and J. C. Stubbs as traffic director, making each in his sphere supreme. While Harriman lived many of the greater problems and some of the minor details went over the heads of those men to the master mind. Now that will have to be changed for there is no one with the same mastery of details capable of directing or advising, except in matters involving legal points or financial policies.

With Mr. Kruttschnitt supreme in his department, Ogden will continue to receive just recognition as a terminal point and natural railroad center.

Fortunate it is that the two men on whom so much responsibility will now rest are from the West and know the needs of this vast empire of undeveloped resources. Their influence will do much to hold for the West that prestige which Mr. Harriman had established for it in the councils of the men of wealth in the East.

There is one serious aspect which the future presents. Harriman knew the West better than any other man in the confidence of the capitalistic. He had faith in this part of the country and advised the expenditure of vast sums of money. With his absence, who is to take up this labor and continue the Harriman policy of railroad expansion and improvement? Will the operating of the Harriman system degenerate into stock dealing, for the promotion of which the roads will be depleted of treasury funds, drained of resources in general and allowed to fall into a condition of dry rot, or will the broad, farseeing policy of the dead man be adhered to with fidelity?

We all recall how certain big eastern interests fought Harriman's rebuilding of the Union Pacific and Central Pacific and grew impatient over the failure to declare larger dividends, and how later there came a demand for the division of the surplus in Union Pacific treasury, after a ten per cent dividend had been declared. Will this false policy prevail, or will the improvements and planned extensions command that which is due them?

Our hope at present is in Mr. Kruttschnitt, who knows the importance of keeping pace with western development.

That Mr. Harriman played a part so important in the development of the West as to cause these uncertainties to loom large even the day after his death, is a tribute to the genius which made him, an eastern man, see so clearly the possibilities of the West that when he died no section of the country had more cause for sincere regret.

In the world of finance E. H. Harri-

man was a Napoleon. Perhaps his most astounding, original achievement was the bonding of the credit of the Union Pacific with which to start an endless chain of bonds which would have brought under the control of the mighty general of finance all the railroads of the United States, had the United States government not called a halt. Mr. Harriman, after his object had been disclosed and his purpose frustrated, frankly admitted that he would have obtained all the railroads had he been permitted to do so. What his ultimate aim was no one can say, but it might have been his desire to some day, with unquestioned power, so adjust railroad rates as to guarantee absolute impartiality to all parts of the country and exact only such profits as money, in such investments, is entitled.

The moral or social side of Mr. Harriman never has been dwelt upon or fully disclosed. Of the man's private life not much is known except that he loved children and was a devoted husband and kind father. He must have been a man of sterling worth as measured by the standards of manhood, for he started on the lowest rung of the ladder of fame and climbed to the topmost notch. Beginning his career, he worked for \$5 a week. He died worth millions. It was possible for him to have accumulated hundreds of millions.

His greatness cannot be accurately measured until time more clearly discloses the motives which inspired his labors and the full extent that his constructive policies added to the material welfare of the people as a whole.

HALLEY'S COMET HAS A HISTORY.

The reappearance of Halley's comet, that celestial traveler who has helped to make history on this earth, is looked forward to with deep interest by not only astronomers but all civilized nations. For hundreds of years this comet's regular visitations have been noted. Could the flaming tail signal to us a story of its travels, we would know much more than now about the wonders of the universe. Though moving at great speed, the comet is 72 years in completing its course through a pathway in the heavens. Its last appearance was in 1835, so some faint idea of the countless millions of miles traveled may be obtained.

One of our astronomers states that the two most celebrated historical appearances of Halley's comet were in 1066 and 1456. The first date was that of the Norman invasion of England, and each side claimed the comet as a portent in favor of themselves. The Normans said the comet was set in the heavens to guide Duke William across the channel.

The other famous appearance of the comet was in 1456, when it spread terror all over Europe, and in all the churches people prayed to be delivered from the Turks and the comet. Three years earlier Constantine, the last emperor of Byzantium, had died the death of a hero on the Sandjakdar Youshar, the Sultan Mohammed had entered the city, and the Church of St. Sophia had become a mosque. The Crusades were over, and Christianity seemed fated to succumb to Islam, for nothing was able to stop the conquering Moslems. Then in 1456 the comet appeared in the heavens, and Europe saw in it the scimitar of Othman, foretelling the subjugation of Christendom. Its appearance, according to the chroniclers of the time, was terrible; it stretched across the sky like a waving flame, and was of the color of molten gold. The Pope, Calixtus III, ordered that the bells in the church should be rung every day at noon, and that universal prayer should be offered up to exorcise the portent and to check the advance of the Turks. Then at last, to the great relief of Europe, the fiery yatahan grew dimmer and fainter, and at last disappeared from the heavens. When next it appeared, in 1531, Solyma, and Europe had become accustomed to looking on Austria and Hungary as the barrier against the Turks, and so comparatively little notice was taken of the comet as a Mohammedan portent.

WITH UNDAUNTED COURAGE HE BIDS SORROWING FAMILY FAREWELL

(Continued from Page One.)

In spite of all its castle-like magnificence, Arden House will recall the last days of her husband. When the financier came there on August 23, he was already a dying man. The house was not a cheerful association. Its broad halls, its great dining room and its rows of guest chambers have never been used to entertain any guests other than physicians who flocked to the house to help the owner in his last fight, and two or three of his closest business associates, whose presence was required by the dying man's wish to have no detail unsettled of the vast interests he felt slipping from his grasp.

The Harriman family has shut itself up alone in its grief. Superintendent McClellan, on their behalf, asked the newspaper men at Turner today to make no attempt to reach the house. He said that for a day or two the dead man's nearest relatives, who are gathered at Arden House, preferred to receive no visits of either condolence or business.

The telegraph station at Arden has been kept busy since yesterday afternoon receiving messages of sympathy from all parts of the world. The telegrams are being sent up the hill in baskets with hundreds of letters that began to pour in this morning. The one secretary at the house is kept busy opening and answering these messages.

It is probable that none of the family now on the hill will leave Arden until after the funeral. Signs of sorrow at the death of Mr. Harriman were numerous in the financial district today. The flag of the stock exchange was at half-mast and similar tribute was paid by other institutions and banking houses.

All the Harriman offices in New York will be closed until Monday with the exception of the treasurer's and the transfer offices of the company.

While no meetings of the Harriman boards of directors have been called, it is expected that the executive committee of the Union Pacific railway will meet at 120 Broadway and arrange for the temporary succession to the positions held by Mr. Harriman.

It is believed that the powers of Mr. Kruttschnitt, general director of maintenance and operation of the Union Pacific and of Mr. Stubbs, general director of traffic, will be increased. The Kuhn Loeb-National City bank interests are expected to continue as the chief financial agents for the Harriman properties. Jacob H. Schiff of Kuhn Loeb Co. declined to make any statement today regarding the future policy of the Harriman lines, except to say that Mr. Harriman's plans of construction and development will doubtless be carried out.

The following statement was given out at the Union Pacific offices in this city today:
"The report published today that

PREMIUMS AWARDED AT THE FAIR ON THURSDAY

The department of fine horses, the department of sheep and goats, the swine department and the mineral and fossil department were judged yesterday at the Four-State Fair, and the following prizes were awarded:

Horses.

THOROUGHBREDS—
Best stallion, 4 years or over, first prize—C. P. Dye, Fair Grounds.
Best stallion, Morgan horse, first prize—J. H. Hobson, Roy.

Best mare, 4 years or over, first and second prizes—C. P. Dye.
STANDARD BREED—
Best stallion, 4 years or over, first prize—J. F. Campbell, North Ogden.

Best mare, 4 years or over, first prize—Judge Axley, 2358 Lincoln.
Best mare colt under 1 year, first prize—Judge Axley.

NON-STANDARD BREED—
Best stallion under 2 years, first prize—M. L. Harbison, Ogden.

Best male colt, first prize—J. W. Bailey, Ogden.

Best mare, 4 years and over, first prize—J. W. Bailey, Ogden.

COACH BREEDS—
Best exhibit in all numbers, first prize—Ogden City Stock Food Co.

Best stallions, 4 years or over, first prize—Ogden City Stock Food Co.

Best mare, 2 years, under 3, first prize—H. W. Marriott, Mariott, Utah.

DRAFT HORSES—
Best exhibit, first prize—Ogden City Stock Food Co.

Best stallion, 4 years old or over, first prize—Ogden City Stock Food Co.

Second prize—Joseph Stephenson, Fair West. Third prize—James Surage, Huntsville.

SHIRES—
Best exhibit, first, second and third prizes—Ellison Bros., Layton.

Best stallion, 4 years or over, first prize—Ellison Bros.

Best stallion, 3 years, first prize—Ellison Bros.

Best mare, 2 years, under 3, first prize—Ellison Bros.

BELGIAN—
Best stallion, 4 years old or over, first prize—Wm. Taylor, Plain City.

Second prize—W. N. Petterson, North Ogden.

Best stallion, 3 years, under 4, first prize—J. F. Campbell, North Ogden.

Best stallion, 2 years, under 3, first prize—North Ogden Belgian Association.

Best colt under 1 year, first prize—M. Penrose, Mariott.

Grade Draft Horses.
Nine years old, grade shire, first prize—Chas. E. Taylor.

Best stallion, 1 year, under 2, first prize—Fred Bartlett.

Male colt, 2 years old, first prize—H. Roylance, North Ogden.

Grade draft mare, over 4 years, first prize—H. Roylance.

Best mare, 2 years, under 3, first prize—Wm. Taylor.

One year mare colt, first prize—H. Roylance.

Jacks and Mules.
Mule team, drivers, first prize—N. D. Becker, Preston, Idaho.

Ponies.
Best Shetland, first prize—Ogden City Stock Food Co.

Driving Horses.
Gentleman's fancy driver, first prize—Ogden City Stock Co.

Best single horse, driven by lady, first prize—Ogden City Stock Food Co.

Sheep and Goats.
Best ram, 2 years old or over, first prize—William Watt, Kaysville.

Best ram, 1 year, under 2, first prize—J. W. Thornley, Layton, Utah.

Mr. Harriman died at 1:30 p. m. is absolutely untrue.

"He died at 3:35 p. m., as was immediately announced both at Arden and at 120 Broadway."

"Mrs. Simons did not arrive until after his death, and authorizes me to deny that she intended to make any statement fixing the time."

HARRIMAN'S DEATH GREAT BLOW TO BUSINESS WORLD

Kansas City, Mo., Sept. 10.—Vice President James S. Sherman arrived here today from his home in Utica, N. Y., to aid in settling the estate of Mrs. E. Harriman, who died here recently.

"His death is a distinct blow to the American business world."

"Mr. Harriman, in operating his railway properties, seemed always to have in view the best interests of the stockholders. His foresight was unusually keen and active. His death is indeed a great blow."

Special Days at the Fair

Monday, Sept. 13, is Ogden Day at the Fair Grounds

Saturday, Sept. 11, is FOUR-STATE DAY, when the grand FOUR-STATE HANDICAP will be run for a \$600 purse. This will be the greatest race of the fair.

Today is MELON and NEWSPAPER DAY

Saturday 1 p. m. sharp there will be a grand livestock parade

Hitherto Unpublished Photographs of Mr. Harriman



ENTRIES FOR SATURDAY'S RACES

Hannah Louise, who is again once more at her best, scored her second victory of the week when she breezed home in front in the five furlong handicap which was the feature of yesterday's card of races at the Fair. Only four started in the race, but the field made up in quality what it lacked in numbers. It was a jug handled field however, as Hannah Louise outclassed the others as sprinters more than

enough to offset the weight she was conceding them and she was always held at practically prohibitive odds. The result justified the judgment of the layers for Capt. Haskett's good filly went right to the front and overhauled the field with a few strokes of her powerful legs. She was followed by a quartette, always held second place. Madeline Musgrave from which it was expected Hannah Louise would have most to fear, after showing a fair quarter dropped back to last place and remained there to the end.

Local Favorite Wins.

In the harness race, Francis J. a local favorite had an easy time winning the big purse offered by the Fair association. Francis J. at all times held his field safe and won in straight heats from May Flower and Little Jim (Harbison).

Francis J. (J. C. Leggett)..... 1 1 1
May Flower (Erickson)..... 2 2 2
Little Jim (Harbison)..... 3 3 3
Lou Ladd (Barclay)..... 3 5 5
Bill Dugan (Akery)..... 3 5 5

Time 2:20, 2:20 2-5, 2:20.

The entries for tomorrow are:

FIRST RACE—Grand Four-State Handicap. Purse \$600.00. Three heats, winners go to the barn.

SECOND RACE—Six furlongs, four-year-olds and up. Rubie, 102; Manilla S. 104; Senator Barrett, 102; Exchequer, 104; Herman Doyle, 107; Mosbach, 104; Irish Mike, 102; Mazapan, 104; Altair, 104; Friar of Elgin, 104; Prolific, 104; Alcor, 104.

THIRD RACE—Six furlongs, selling, four-year-olds and up. No Quarter, 99; Antara, 104; Mabel Hollander, 107; Rustling Silk, 99; Huapala, 104; The Mouser, 104; Cardinal Sarto, 107; Charles Green, 104; Nappa, 102; Bon Ton, 104; Ore, 107.

FOURTH RACE—Five furlongs, Falsstaff Handicap, selling, two-year-olds. Minnedoka, 107; Gevoia,

100; Coppertown, 116; Dora Paine, 100; Yuba, 98; Camera, 102; Silvia Fir, 102.

FIFTH RACE—Five furlongs, selling, three-year-olds and up. May Worth, 97; Faneuil Hall, 91; Ericson, 100; Black Domino, 99; Velma C., 105; James A. Murray, 97; Yellow Foot, 86; Jillett, 94; Chatterlings, 93; Sir Barry, 100; Chanate, 96; Balerian, 95.

SIXTH RACE—One mile, selling, three-year-olds and up. Prince of Castle, 110; Priceless Jewel, 113; Ar-Ar-Ben, 104; Little Buttercup, 105; Invader, 107; Dr. Mayer, 107; Dorothy Ann, 107; Decile, 107; Charles Paine, 107; Contribution, 107.

EDLER'S STATEMENT ABOUT THE KAISERS

County Attorney Lyon Has Received It, But Refuses to Give It Out.

Salt Lake, Sept. 10.—A crisis has been reached at last in the official investigation by the county authorities of the sensational Kaiser poisoning mystery. In the light of fresh developments, the case of the deaths of Frank S. Kaiser and his wife Minnie, who died on Sunday, August 23, after having eaten dumplings containing pure white arsenic, that had been extracted from a can of supposed baking powder given to Mrs. Kaiser by Mrs. Johanna Elder, living in the same house at 318 Elizabeth street, borders on one of the greatest mysteries that ever shocked Salt Lake City.

It is stated on good authority that the county officials who have been working on the case have secured a statement from Mr. and Mrs. August Bernadotte Elder, son and daughter-in-law of Mrs. Johanna Elder, who are now living on a big ranch in Escudido, Cal., concerning the origin of the ten and one-half ounces of pure arsenious oxide, which Mrs. A. B. Elder gave to Mrs. Johanna Elder, with the admonition that the aged woman should use it for baking.

Whether the authorities will detail a detective on the case to journey to Escudido and investigate matters at that end, or whether a complaint will be issued and the Elders be brought back to Salt Lake City on extradition papers, is not known.

But it is absolutely certain that the authorities are determined to ascertain their part in the case.

One food that has stood out prominently as a perfectly clean and pure food and which was as pure before the enactment of these laws as it could possibly be is Quaker Scotch Oats; conceded by the experts to be the ideal food for making strength of muscle and brain. The best and cheapest of all foods. The Quaker Oats Company is the only manufacturer of oatmeal that has satisfactorily solved the problem of removing the husks and black specks which are so annoying when other brands are eaten. If you are convenient to the store buy the regular size packages; if not near the store, buy the large size family packages.

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WANT ADS BRING BIG RESULTS

Hercules Pants

The "Hercules" Pants are as strong as pants can be made, full lined with cold shrunk Irish linen; pockets too. Lining the pants with linen doubly increases the length of wear because it relieves the cloth from all strain, keeps them in shape and makes them perspiration proof and thoroughly sanitary and hygienic.

All seams are sewn twice with strong, pure dye silk thread and the inside leg seams are covered with tape. Covering the seams with tape absolutely guarantees the seams against pulling out or breaking, because all strain comes on the tape, the lining and the pants fabric.

A "Hercules" Pants seam will not break until the cloth wears to paper thinness; and then it takes a long time and lots of hard wear to show any effect on the strong all-wool fabric used in "Hercules" Suits. Ample outlets are left on all pant seams.

Every pair of "Hercules" Pants are fitted with an "Excelsior" waist band of elastic webbing. Unshrinkable material used throughout.

6 to 16 Years, \$5.00

Clarks' Stores